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MISSOURI

**NOTHING IS DONE TO HELP ALASKA**

CONGRESS HAS BEEN DEAF, SO FAR, TO THE ARGUMENTS OF GOVERNOR BONE.

**SELFISH BUREAUS PREVENT**

Liberalized Laws and Concentration of Authority and Responsibility Are Requisite to the Successful Opening Up of the Great Territory.

By JAMES P. HORNADAY  
Washington.—It looks now as if Alaska would go along in the same old way. When Scott C. Bone, an Indiana man, governor of the territory, left here last April after having put in many weeks arguing Alaska's case, he carried with him assurances from both the executive department and the legislative department that before midsummer the territory would receive proper attention. Governor Bone now knows that not a thing has been done in the way of simplifying the territorial government and that there is small prospect of anything being done during the present calendar year. Indeed, there is not much likelihood that anything worth while will be done for the territory during the life of the present congress.

What Governor Bone wants, and he is of course speaking for the inhabitants of Alaska, is liberalized laws for the territory, more flexible rules and regulations under such laws, with a concentration of authority and responsibility and an administration coordinated and brought closer home. First of all, the governor would like to see a consolidation of the some thirty federal bureaus that deal with Alaska under one department head here at Washington. Such a consolidation he feels would be a logical initial step toward the ends desired. In attempting to take this forward step the administration was confronted with the disinclination of any bureau that has a hand in administering the affairs of Alaska to surrender its authority. This is the same spirit of selfishness the administration encountered when it undertook a general rearrangement of the administrative

branches of the government.

**Wants Alaska Opened Up.**

Governor Bone is ambitious to open up Alaska during his term of office. He realizes that this cannot be done successfully unless the present chaotic system of territorial government is set aside, and modern methods substituted for it. The construction of the government railroad from the coast into the interior, from Seward to Fairbanks, a project that is now approaching completion, should, Governor Bone feels, mark an epoch in Alaska's history. The governor feels that coincident with the completion of this road, Alaska's natural resources should be unlocked, not to be squandered but to be developed under wise regulations for the benefit of the people of the United States.

Governor Bone intends to keep up the fight for a co-ordinated and simplified system of government for the territory, for more liberal mining and land laws, for a colonization plan to be worked out in conjunction with the operation of the government railroad, for improved transportation facilities, for more liberal mail subsidies and for an appropriation for the construction of an administration and executive building in Juneau. He is planning to come back to Washington early in the fall armed with additional arguments in support of his program.

**Wood and the Philippines.**

The Harding administration has, of course, decided that Philippine independence must wait. Having reached that decision, the administration looks to Leonard Wood, the governor general of the islands, to handle things in his own way. All the reports from Manila indicate that the governor general is making an excellent record. But his stay in the islands is to be temporary—the understanding now is that he will enter on his duties as dean of the University of Pennsylvania next spring—and it is admitted here that the things he has accomplished as governor general may not all last after he comes away.

The Philippine parliament, a mission which came over to plead for immediate independence for the islands is still in this country. It announces that the campaign for independence will be maintained here at Washington and that another parliamentary mission may be expected early in 1923.

Porto Rico, which has been on the warpath most of the time since the Harding administration came in, is, according to the latest reports from the island, in a better frame of mind. The native population that took exception to the appointment of E. Mont Rely of Kansas City as governor is becoming reconciled to the Kansas politician. Some of the governor's official acts that were questioned have recently been upheld by the Porto Rican courts, and it now seems probable that Governor Rely will stay on the job. There is at all times a good deal of agitation in the island in favor of local self-government, but obviously that is a long way off.

**Not for the Fleeshy.**

"I don't see why you're so anxious to reduce your weight."  
"You don't. Well, did you ever see a fat woman who looked well in one of the present-style bathing suits?"

Born, to Mr. and Mrs. Russel King of St. Louis July 27, 1922, a son Mrs. King will be remembered as Miss Ruth Daley of this city. She will soon make a visit to her mother Mrs. E. Daley, and also to friends and relatives here.

Congoleum and linoleum—we put it down for you. Leffer Hardware Co., Hayti.

Mrs. Fred Rowe and Fred Jr., went down to Holland Sunday afternoon for a day or two visit with Mrs. Rowe's daughter, Mrs. Ed Olree, and family.

Clover Leaves Cake and other kinds, all fresh; at Buckleys.

## 37 DEAD, 138 HURT IN MISSOURI WRECK

SCENES OF HORROR MARK THE ARRIVAL IN ST. LOUIS OF DEAD AND INJURED.

**WOUNDED ARE PITIFUL SIGHTS**

Engineer "Ginger" Glenn, of Missouri-Pacific Railroad, Who Kept Record Clean For 37 Years, Runs Past a Signal While Reading Orders—Message Found Grasped in Hand.

St. Louis, Mo.—Thirty-seven dead and 138 injured, about 25 critically, was the toll taken by the rear-end collision of two Missouri Pacific trains at Sulphur Springs, a checkup has revealed. Most of the dead and injured were brought to St. Louis, where the latter crowded the various hospitals of the city.

Failure of the engineer of train No. 4, the fast passenger steel train, which crashed into No. 32, the local standing on the track, to heed a block signal, was the cause of the disaster, according to John Cannon, assistant general manager of the road.

The block signal, warning that the track was not clear ahead, was unnoticed by Matt "Ginger" Glenn of St. Louis, engineer of the fast train, according to Cannon. Glenn, 57 years old, and engineer for 37 years without a black mark against his record, jumped from the cabin just before the crash and was killed. Edward Tinsley, also of St. Louis, fireman of No. 4, remained at his post and was seriously injured.

Engineer Glenn, shortly before arriving at Sulphur Springs, received orders "on the run" to pull over on a siding at Cliff Cave, 10 miles north of Sulphur Springs, to allow the Sunshine Special, en route from St. Louis to Texas cities, to pass. Cannon explained that Glenn failed to heed the block signal because he was apparently reading the orders when he passed the block. The orders were found clutched in his hand.

The fast passenger train, composed of steel vestibule cars, plowed its way into the local train No. 32, composed of six wooden day coaches and three baggage and express cars. Four of the cars of the latter train were hurled from the 50-foot-high trestle spanning Glazie Creek, and the embankment, to roll down to the narrow strip of low ground that separates the tracks from the Mississippi. The local train had stopped to take water.

The appalling horror of the Sulphur Springs, Mo., wreck was literally brought home to St. Louis when the two trains, each with its quota of dead and injured, backed into the Union Station. A crowd of nearly 1,000 sightseers, relatives and friends of victims stormed the gates at the train sheds and pleaded with the police to permit them entrance.

Faces reflecting the terror of an anticipated death or injury—faces gray with anxiety—peered through the grating in desperate effort to catch glimpses of shrouded bodies as they were borne to waiting automobiles.

For hours before the arrival of the death-trains, crowds surged through the station, seeking word that might allay the fears that were consuming them. Police, officials and newspapermen patiently answered the queries as best they might.

With the announcement that the trains would bear more than half a hundred dead, as well as more than twice as many injured, elaborate preparations were made to care for them. Chief of Police Martin O'Brien personally supervised the most gruesome task witnessed in St. Louis in many years. Every available ambulance, a dozen patrol wagons and as many private machines were commandeered.

The first three tracks at the south end of the sheds were cleared and the vehicles driven into the station through the Clark avenue entrance, through the first gate, and into the sheds parallel to the first track. A squad of 40 police, under the command of Capt. Loepker and Lieut. Maupin of Central District, maintained a path from Clark avenue to the south baggage exit for the ambulances.

The first train to arrive was the ill-fated No. 32, in whose list of passengers is included the greater number of the dead. Later it silently moved into its place on the second track amid a hush, which mutely told of aching throats, quickened pulses and an overwhelming sense of disaster.

Dozens who had eluded the police cordon or who had somehow managed an entry into the carefully guarded sheds, crowded to the coach doors, calling or merely waiting in terror for the sight of some loved one.

**B. & O. Flyer Wrecked.**

Elwood City, Pa.—Several persons were injured when Baltimore and Ohio passenger train No. 9, bound from New York to Chicago, crashed into the rear end of an extra freight in the Frisco tunnel near here.

The Italian Ministry of the Interior announced at Rome that the general strike which was proclaimed throughout Italy three days ago in protest against Fascist reprisals against Communists was declared ended.

## MISSOURI State News

Moberly.—Walter Bundridge, former president, and his brother, Verne Bundridge, former cashier of the defunct Farmers' and Merchants' Bank here, pleaded guilty to embezzling \$400,000 from the bank and were sentenced to ten and five years, respectively, in the penitentiary. The Farmers' and Merchants' Bank was closed on May 11 by a State Bank Examiner after forged notes and juggled accounts, aggregating \$400,000, had been found. Verne Bundridge was in Moberly when the bank was closed and was arrested the same night. Walter Bundridge fled and it was only after a chase which led into several northern cities and Canada that he finally gave himself up to officers in Iowa. The brothers have been in jail at Huntsville for several weeks. When it became known that the trial of the former bankers would be held, the small courtroom quickly filled with spectators. In the crowd were depositors who had lost every cent they possessed. The crowd remained quiet and orderly, officers having been stationed in various parts of the courtroom to quell any disorder that might arise. Dissatisfaction with the lightness of the sentences imposed was voiced by many persons here.

Ava.—Citizens of Ava are considering the purchase of the Ozark Southern Railway and conferences have been held here and at Springfield by interested persons. No definite action has yet been taken, the last conference being without result because representatives of the Western Tie and Timber Company of St. Louis were not present. Claude E. Vrooman, of St. Louis, owner of the railroad, was in Ava last week and submitted an offer for the sale of the road. Vrooman formerly held the property at \$80,000, but he now offers to sell at \$65,000 and give liberal terms.

Blackwater.—The Farmers' and Merchants' Commercial Club of Blackwater has been formed here with the election of the following officers: President, Dr. W. L. Abney; vice-president, Dr. F. B. Williamson; secretary and treasurer, L. R. Ervine. Directors—J. H. Fray, Dr. F. B. Williamson, Lee O'Neal, L. R. Ervine, Walter Shouse, Dr. W. L. Abney and R. W. Oman.

Slackton.—W. M. Gaty, secretary-manager for the Southeast Missouri Melon Growers' Association, announces that the peak of the melon shipments is to be reached within the next ten days. Shipments have been going forward since July 20, and large consignments have been made. Gaty claims there will be a shortage of melons because of wilt and other diseases, and that large melons of quality are scarce.

Stockton.—Fire of unknown origin caused damages estimated at \$50,000 when the Stockton roller mill, elevator, ice plant and power plant at Stockton, were destroyed by a fire. The fire had gained considerable headway before it was discovered. Plans probably will be rushed for rebuilding the structure.

Paris.—Fifty-five New York bankers and business men of national repute have become non-resident members of the Paris Country Club when the Board of Governors acted on their applications favorably and President Noel deposited their checks for a total of \$550.

Boonville.—The \$125,000 free bond bonds voted by the people of Cooper County have been sold to the Liberty Trust Company of St. Louis at a premium of \$3.16 per \$100. The bonds will be of \$100 denomination and bear interest at the rate of 5 per cent.

Columbia.—The City Council has announced that it will receive new bids August 7 for the improvement of city streets, on which bids recently were rejected because they were too high.

Mansfield.—The stock law election in Clinton township, in Douglas County, resulted in a victory for the law, but the proposition lost in the election in Boone Township in the same county.

Wellsville.—Charles Erdtels, of Quincy, Ill., who has been visiting his brother, Louis Erdtels, near Wellsville, committed suicide by cutting his throat and jumping into a pond.

Macon.—The Macon Municipal Electric Light Department has notified its patrons that unless it receives a supply of coal immediately the city will be in darkness.

Richmond.—The bond issue for \$75,000 for the construction of a city hall in Richmond was voted down, having failed to get the legal two-thirds majority.

Mansfield.—The dates for Mansfield's fall chautauqua this year have been set for August 26, 27 and 28.

Charleston.—The plant of the Charleston Milling Company of this city, which had been closed down several months because of bankruptcy proceedings and which was purchased by the Mississippi County Elevator Company, has resumed operations and will continue at full capacity.

Jefferson City.—The City Engineer of Jefferson City has been instructed to advertise for bids for the construction of 15 blocks of city streets. This covers about 60 per cent of the city street program for the summer and fall.

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ANHEUSER-BUSCH, INC., ST. LOUIS

**Hayti Ice & Cold Storage Company**

Wholesale Distributor

Hayti, Missouri

### LOCAL AND PERSONAL NEWS

W. W. Laws came down Monday accompanied by George L. Randolph and the former is visiting his daughters, Mrs. W. P. Meate and Mrs. Fred Thorneil, and families.

—El Vampiro and Bee Brand Fly Powder, at Buckleys.

W. J. Dorris of the D. & D. Garage last week sold a new Baby Overland to A. G. Sanders and family, and this week one of these popular cars to Miss Irene Raybuck.

Miss Eva Gardner, who was visiting her sister, Mrs. O'Neal, in Memphis Tenn., was called home last week on account of illness of her father and mother.

—Dill pickles in cans, at Buckleys.

K. V. Propst, who has been attending summer school at Cape Girardeau came home Saturday, and has this week been doing jury service at Caruthersville.

A. P. Neifind of Caruthersville was in Hayti Sunday morning, driving over with a party of young lady visitors, the ladies taking the noon train north.

Fred Morgan and S. P. Oates were attending to land matters in Cape Girardeau Wednesday, and on their return home were accompanied by R. B. Hart of Caruthersville.

Mrs. Bayless L. Guffy, who has been visiting her parents, Mr. and Mrs. J. R. Huffman, at Troy, Ind., for several weeks, returned home last Sunday.

Dr. J. H. Rhodes reports a fine boy arriving at the home of Mr. and Mrs. Ed Gaither at Caruthersville this week.

Subscribe for The Missouri Herald

Mr. and Mrs. John Long are the proud parents of a fine boy, born Wednesday, reports Dr. B. D. Crowe.

Senator R. B. Oliver of Cape Girardeau, was here Sunday.

### FOR SALE.

The G. M. Hayes homestead, at Hayti, Mo. \$2500 cash. See R. N. Brasher, Hayti, Mo. 37-tf

It is hardly necessary to call the attention of the readers to the slim appearance of The Herald this week and for the coming week, but it is occasioned by the absence of its editor, Chas. S. York and its linotype operator, Mrs. York, it being necessary for the entire work of producing the paper and all the job work to fall to the lot of one person. This however, will be only for two weeks, the period being their vacation.

—Perfection oil stoves, the kind that gives the least trouble and the most satisfaction. We put them in the kitchen for you. Leffer Hardware Co., Hayti. tf

Tom Puckett of New Madrid has been here several days this week visiting his brother, Hall.

—Try a for sale ad in the Herald and get results.

**NEW ERA LODGE, I. O. O. F. (No. 352)**

Meets every Tuesday night. Visiting members cordially invited to attend. C. K. CHISM, N. G. W. B. O'CONNOR, Secretary

### FIRE INSURANCE—

—THAT'S GOOD—  
L. C. AVERILL

### Catarhal Deafness Cannot Be Cured

by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure catarrhal deafness, and that is by a constitutional remedy. Catarrhal Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, Deafness is the result. Unless the inflammation can be reduced and this tube restored to its normal condition, hearing will be destroyed forever. Many cases of deafness are caused by catarrh, which is an inflamed condition of the mucous surfaces. Hall's Catarrh Medicine acts thru the blood on the mucous surfaces of the system.

We will give One Hundred Dollars for any case of Catarrhal Deafness that cannot be cured by Hall's Catarrh Medicine. Circulars free. All Druggists, 75c. F. J. CHENEY & CO., Toledo, O.

## Southeast Missouri State Teachers College Cape Girardeau, Mo.

### COURSES.

Offers full professional courses for training of teachers for every grade of public school work. Also regular classical course leading to degree of Bachelor of Arts. Specialized courses in Agriculture, Art, Domestic Science, Manual Arts, and all branches of Music.

### EQUIPMENT.

Seven modern buildings. Excellent library, adequate laboratories, new Training School. Gymnasium for men and for women.

### ADVANTAGES.

Cape Girardeau a beautiful city with a civic pride. Best lectures and entertainments. Supervised Athletics. Fin school spirit—all for lowest costs. Fees \$25.00 for a year. No tuition. Board and room \$25.00 a month.

Fall Semester Opens September 11th  
Catalog on Request

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There is only one safe way to conserve your income: Deposit it when received in a strong, reliable bank, and make your payments by check. You can then tell at any time just where your money has gone, and every check you issue becomes a receipt. This bank places at the command of its depositors many facilities which contribute to the safety of their funds.

**BANK OF HAYTI**  
HAYTI, MISSOURI